इंडोनेशिया	391.4 भारतीय रुपये 80.5 जापानी येन
नेपाल	0.63 अमरीकी डालर 8.00 नेपाली रु०
टर्की	0.88 टी० एल० के समतुल्य प्राप्त अमेरिकी डालर 1.676 अमरीकी डालर
सऊदी अरब	7.36 सऊदी रियाल
मलेशिया	33.11 मलेशियाई रिंगेट्स
बांगला देश	2.19 अमरीकी डालर 106.57 बांगला देश टका 3.47 भारतीय रुपये

Restructuring the Railway Funds

2976. SHRI SURESH KALMADI : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Railway funds have been restructured; and

(b) if so, what are the details of the restructured funds and the modalities of their working ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA) : (a) Yes, Sir.

(b) A statement is attached.

Statement

Restructuring the Railway Funds

DETAILS OF RESTRUCTURED RAILWAY FUNDS

(1) Revenue Reserve Fund (RRF) — abolished from 1-4-93.

(2) Accident Compensation, Safety and Passenger Amenities Fund (ACSPF) — abolished from 1-4-93.

The expenditure hitherto being charged to this Fund has been reallocated as under :

(i) ACSPF (a) —	Accident Compensation	— To Revenue Demand No. 12 sub-head 250 — Accident Compensation.
(ii) ACSPF (b) —	Safety Works	— To Development Fund-IV.
(iii) ACSPF (c) —	Passenger Amenity & Allied Works	— To Development Fund-I.

(3) Consequently, Development Fund(DF) stands restructured and will bear expenditure as under :—

DF-I	Passenger and other Railway Users' Amenity Works.
DF-II	Labour Welfare Works.
DF-III	Unremunerative works for improvement of operational efficiency.
DF-IV	Safety Works.

(4) A New Fund called "Capital Fund" has been set up from 1992-93. The Capital Fund will be utilised for meeting part of the Capital requirements of the Railways. The Fund will be credited from out of the "excess" generated from internal resources.

Disruption of Service in the Suburban Railway Lines

2977. PROF. SAURIN BHATTACHARYA : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware of frequent disruption of services in the suburban Railway Lines within Sealdah Division of Eastern Railway;

(b) what are the reasons for such disruptions;